

in payments, the Exchanges for the week being in excess of any for the last two months.

The Clearing-House transactions were:

Exchanges for week ending Oct. 2	\$164,921,469
Exchanges for week ending Oct. 9	112,831,468
Exchanges for week ending Oct. 2	6,435,723
Balance for week ending Oct. 2	5,661,466

The election of Erie Directors has been the principal topic of conversation in the street to-day. Two tickets have been made up, one by the friends of the present board, and one by stockholders who think that the policy of the road requires a partial change in the management. The regular ticket is as follows:

John A. Adams	John A. Adams
James E. Dodge	James E. Dodge
Stephen Knapp	Stephen Knapp
Cornelius Smith	Cornelius Smith
Marshall C. Smith	Marshall C. Smith
Charles M. Leupp	Charles M. Leupp
Nelson Robinson	Nelson Robinson
Daniel Drew	Daniel Drew
John A. Ambrose	John A. Ambrose
Ambrose S. Murray	Ambrose S. Murray

Homer Remond, Samuel V. Hoffman, William E. Dodge, Stephen Knapp, Cornelius Smith, Marshall C. Smith, Charles M. Leupp, Nelson Robinson, Daniel Drew, John A. Ambrose, Ambrose S. Murray.

Gen. Willets has declined to act as Director. The twelve names on the regular ticket are members of the present Board, the other names are put on to fill vacancies occasioned by the resignations of Messrs. Alanson Robinson, Henry Sheldon, Gov. Morris and Edward C. Weeks. The first nine names on the Independent ticket are also members of the present Board, and Messrs. Moran, Von Hoffman, J. Skidmore and Cushman, are new men on both tickets. The election takes place to-morrow at the Duane-street office. Every stockholder should take sufficient interest in the welfare of the Road to vote either for one ticket or the other. We have no doubt that either will conduct the affairs of the road with fidelity and ability. Many of the present Board have devoted much time and labor to the interests of this great work, besides involving their private fortunes for its benefit; and of the new men Messrs. Moran and Von Hoffman, if elected, will be especially useful, and we are glad to see their election secured by their names being on both tickets. These gentlemen will give Swiss and German capitalists great confidence in the management of the road, and it was due to the large amount of Continental capital invested in the securities of the Erie Road that it should have representatives in the Board.

The Examining Committee of the Erie propose to ready to report to-morrow, but it is doubtful if the report can be prepared in time. At auction to-day 4,700 shares McCulloch Gold Mining stock sold at \$7.62 1/2¢, & share. About a year since this stock sold at \$12 1/2¢ share. To-morrow Mr. Draper holds his usual semi-weekly sale of stocks, &c., at the Exchange at 12 o'clock.

The earnings of the Chicago and Rock Island Railroad for the month of September, 1854, were:

From passengers.....	\$76,363 24
Total.....	\$132,762 24

A report from Chicago gives the earnings of the Chicago and Galena Railroad at \$150,000 for September, but the amount is so much in excess of the estimate that the truth of the report is doubted. The Horisburg Railroad has declared a semi-annual dividend of 5 1/2 per cent. The Customs receipts at the seven principal ports in the United States for September, show a decline of \$1,128,000 as compared with Sept. 1853. In view of the losses on importations this year, the decrease of inchedued to Europe is much larger than is represented by the above decrease of duties.

The Philadelphia Commercial List of Saturday says:

"The completion of the Cattawissa and Williamsport Railroad from 'the Junction,' 1 1/2 miles west of Tamaqua, in Schuylkill County, to Milton, in Northumberland County, 62 1/2 miles, gives the citizens of Philadelphia a railroad connection with the Lakes, with 21 miles of staging or boating from Uniontown, 7 miles above Milton, to Williamsport. It is 100 miles from the Sunbury and Erie Railroad, which is a portion of the Sunbury and Erie Railroad, to Milton, at Elmira, N. Y., a prominent point on the New York and Erie Railroad, a distance of 230 miles from Philadelphia. The advent of the new road was celebrated yesterday by a large number of gentlemen, who started from Broad and Vine streets on an excursion over the new improvement."

PERU AND INDIANAPOLIS RAILROAD.

To the Editor of The N. Y. Tribune:

You extract from the late report of the President of the Madison, Indianapolis and Peru Railway Company are calculated to do great injury to the Peru and Indianapolis Road. The report from which you quote contains errors in fact greatly understating the earnings of the Peru end of the road. The affairs of those roads interest a large number of your readers; and to give them a clear understanding of the facts, the relations will require a state somewhat in detail.

Since since the Directors of the Madison Road and those of the Peru Road made a contract for consolidation, which was approved by the stockholders of the Madison Road, but never submitted for approval to the Peru stockholders, the Boards of Directors of the two roads without sufficient legal, and with no authority from the Peru stockholders, appointed a new consolidated Board completely in the interest of the Madison Road, and embracing names not before in either Board and never elected by stockholders. The new Board took possession of the Peru Road, discharged its Superintendent, and controlled the road until about the 1st of September just past, when by order of Court the road was restored to the old Directors of the Peru Road, who now control the road.

Pending these legal proceedings, the President of the Consolidated Board published the objectionable report. The errors in fact were unintentional, but the report was well calculated to deter the Peru stockholders from separation from the Madison Road, by pointing to state facts in their possession, showing the progressive increase of receipts since the road was opened. The passenger traffic of the road alone, based on the receipts for the month of April—the first month the road was run through—were more than sufficient to pay running and all other expenses, and interest on the bonds of the Company.

The following are the actual receipts from passengers along during the second quarter of the year, and the only months of the half year affording any test of business, as prior thereto the road was unfinished.

The receipts for the month of April.....	\$10,000
For the month of May.....	6,362
Freight, Mail, Express, estimated.....	9,000

Total for the quarter.....

The following figures show the receipts for the first week after the road was returned to the old Directors:

The week ending Sept. 9, 1854:	
From Passengers.....	\$1,779 00
Mail and Express.....	120 00
Freight.....	1,180 00

Total for the week.....

or equal to \$303 for each working day, and equal to \$157,332 for 90 working days. The early completion of the road from Kokomo to Logansport will add greatly to these receipts; and we may calculate that the actual receipts of the Peru Road will during the first year, commencing April 1, reach \$200,000. The road is worked at very low cost. Fuel is very cheap, and there being no competing road, speed is moderate. One passenger train runs daily each way excepting Saturday, and the receipts of the road are estimated to be \$100,000 per month.

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The following figures show the receipts for the first week after the road was returned to the rightful Directors:

The week ending Sept. 9, 1854:	
From Passengers.....	\$1,779 00
Mail and Express.....	120 00
Freight.....	1,180 00

Total for the week.....

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The receipts for the month of April.....	\$10,000

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